





Today's  
Advertisements.THEATRE ROYAL,  
CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.  
Representative—Mr. ALLAN HAMILTON.

TO-NIGHT,  
(FRIDAY), APRIL 19TH.

THE  
BROUGH COMEDY CO.  
BROUGH COMEDY CO.  
BROUGH COMEDY CO.

TO-NIGHT (FRIDAY),  
April 19th.

LAST NIGHT!  
LAST NIGHT!  
LAST NIGHT!

"THE LIARS"  
"THE LIARS"  
"THE LIARS"

An Original Comedy in Four Acts, by  
HENRY ARTHUR JONES.

TO-MORROW,  
(SATURDAY) AND MONDAY,  
April 20th and 22nd,  
FIRST PRODUCTION IN HONGKONG.

"THE GAY LORD QUEX"  
"THE GAY LORD QUEX"  
"THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

TUESDAY AND WEDNESDAY,  
April 23rd and 24th,  
FIRST PRODUCTION IN HONGKONG.

"MANŒUVRES OF JANE"  
"MANŒUVRES OF JANE"  
"MANŒUVRES OF JANE"

A Comedy in Four Acts, by HENRY ARTHUR JONES.

The Box plans are now on view at THE ROBINSON PIANO CO., where seats can be booked SIX DAYS IN ADVANCE.  
PRICES AS USUAL.

Boxes ..... \$15.00  
Dress Circles and Stalls ..... 3.00  
Pit ..... 2.00  
Back Seats ..... 1.00  
Doors open 8.30. Curtain 9 P.M.  
Late Trains 15 minutes after Performances.  
Hongkong, 19th April, 1901. [404c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"SOCOTRA"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ, BOMBAY AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 19th April, 1901. [404c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"CEYLON"  
FROM ANTWERP, LONDON, PORT SAID,  
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

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H. A. RITCHIE,  
Superintendent.  
Hongkong, 19th April, 1901. [404c]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship  
"LIGHTNING"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 22nd instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bill of Lading will be countersigned by  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 19th April, 1901. [404c]

Today's  
Advertisements.HONGKONG RIFLE ASSOCIATION.  
SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW (SATURDAY), commencing at 2.45 P.M. Ranges, 200, 500, 600 yards, Seven Shots and One Sighter at each Range.

Members of Committee are requested to be on the Range at 2.30 P.M. to transact business.  
ALEX. McKENZIE,  
Hon. Secretary.  
Hongkong, 19th April, 1901. [445]

IN THE SUPREME COURT OF  
HONGKONG.

PROBATE JURISDICTION.

IN THE GODS OF PAUL JORDAN, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, BROKER, Deceased.

NOTICE is hereby given that His Honour the Chief Justice has, in virtue of Section 58 of Ordinance No. 3 of 1897 made as Order limiting to the 1st day of JUNE, 1901, as the time for Creditors to send in their Claims against the Estate of PAUL JORDAN, late of Victoria Hongkong, Broker deceased, who died at Victoria aforesaid on the 9th day of February, 1901, after having made and duly executed his last Will and Testament in writing probate whereof was on the 18th day of March, 1901, granted to GREGORY PAUL JORDAN one of the Executors therein named.

Notice is hereby also given that all such Claims are to be sent to the Undersigned as Attorney for the said GREGORY PAUL JORDAN on or before the said 1st day of JUNE, 1901, or no notice will be taken of them. All Persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 18th day of April, 1901.  
A. SHELTON HOOPER,  
Attorney for GREGORY PAUL JORDAN,  
Executor of the Will of the  
Late PAUL JORDAN,  
deceased.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY per cent. upon Contributions for the year 1900 has been declared.

WARRANTS will be issued on the 1st May. By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 19th April, 1901. [436c]

UNIVERSAL TRADING COMPANY,  
LIMITED.

## NOTICE

SHAREHOLDERS in the above Company are hereby notified that from the 1st April, INSTANT, INTEREST at the Rate of TWELVE PER CENT. PER ANNUM will be charged on all UNPAID CALLS until further Notice.

ELLIS KELLY,  
General Manager.  
Hongkong, 19th April, 1901. [440c]

THE HONGKONG ELECTRIC CO.,  
LIMITED.

NOTICE is hereby given that the Under-mentioned Shares have This Day been declared forfeited in consequence of the Non-payment of the Call of \$3 per Share, which was made on 29th September last, and was payable on 1st November last, viz:—

Nos. 38,951, 39,012/39,019; 41,078/41,081; 41,334/41,339 in all 19 Shares.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 19th April, 1901. [441c]

## WANTED.

A COMPETENT SHORTHAND RE-  
PORTER.

Apply, stating Qualifications and Salary required, to  
"X.A."  
C/o This Office.  
Hongkong, 19th April, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

"YUENSANG,"  
Captain Rolfe, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 19th April, 1901. [437c]

## Entimations.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

## WANTED.

THREE or FOUR LADS  
to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION  
PAID.

Apply Personally at  
THIS OFFICE.  
Hongkong, 11th January, 1901.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.WATSON'S  
HYGIENOL.  
(Registered).A POWERFUL DISINFECTANT,  
GERMICIDE, ANTISEPTIC  
AND DEODORISER.

RECOMMENDED BY THE MEDICAL  
PROFESSION.

CHEAP, HARMLESS CONVENIENT  
AND EFFECTIVE.

This DISINFECTANT possesses all the good properties of Carbolic Acid, but is IMMENSELY SUPERIOR in being NON-POISONOUS—even in its concentrated form, thus avoiding risk of accident—and in the facility with which it mixes with COLD WATER in any proportion. In its diluted state it will not injure, stain, or corrode the person, metals, furniture, cotton, linen, or woollen fabrics.

WATSON'S  
PURE CARBOLIC  
SOAPS

will be found most efficacious for the  
prevention of contagious diseases of  
all kinds.

A. S. WATSON & CO., LIMITED,  
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## MARRIAGES.

On the 8th inst., at Bethesda, Bras Basah Road, Singapore, by Mr. A. R. Thoburn, Mr. JOHN CLEMENT CUFF, E. Ext. Aus. and China Tel. Coy., to ANNE, daughter of Mr. A. L. Koenitz, Frankfurt House, Singapore.

At St. Andrew's Cathedral, Singapore, on the 8th inst., by the Revd. D. Holland Stubbs, W. H. R. ALLEN, to FLORENCE M. E. SMITH, daughter of 1st class Gunner Smith, R. G. A.

DEATH.

April 8th, ROSA, the dearly beloved wife of G. B. Bettanin, of the United Service Hotel, Singapore, aged 55 years.

## The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 19, 1901.

## TELEGRAMS.

## SPECIAL TELEGRAM.

THE CRISIS IN THE  
NORTH.THE WINTER PALACE BURNT:  
NARROW ESCAPE OF COUNT  
WALDERSEE.

(From Our Own Correspondent.)  
TIENTSIN, 18th April.  
1.40 p.m.

The section of the Winter Palace occupied by Field Marshal Count von Waldersee and Staff has been burnt. Nothing whatever was saved, and Count von Waldersee narrowly escaped with his life.

GERMAN OFFICERS MISSING.  
CAUSE OF FIRE UNKNOWN.

Several German Officers are reported to be missing. The cause of the outbreak of the fire is unknown.

THE CHINESE AGAIN  
MUSTERING.

The Chinese are mustering strongly around Paochingfu and on the Paochingfu road.

Received 9 p.m. 18th.  
Published 10.3 a.m. 19th.

We have received the additional information from a reliable private source that Major-General von Selwarzkopf met his death at the fire at the Winter Palace.

REUTER'S TELEGRAMS.  
BRITISH SOUTH AFRICA.

LONDON, April 17th.  
Colonel Plumer has occupied Chuniespoort after marching through a most difficult pass and country.

The northern advance of Colonel Plumer has disturbed Boer preparations for a fresh invasion of Cape Colony.

The Times correspondent at Middleburg states that since Sir Bindon Blood took

command of the Eastern Transvaal, wrecking and looting of trains has stopped.

LATER.

## SIR ALFRED MILNER.

In consequence of ill-health, Mr. Chamberlain has granted Sir Alfred Milner leave of absence not exceeding three months, before entering upon his administrative work in British South Africa.

## WEATHER REPORT.

The Observatory report says—

On the 19th at 12.5 p.m. the barometer is inclined to rise on the China coast: The depression seems to have passed over the coast near the mouth of the Yangtze, and to be now moving towards W. Japan. The wind will probably freshen from N.E. in the Formosa Channel during the next 24 hours. Forecast—

Variable winds, moderate; unsettled, showery.

## LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

It is stated, that Mrs. Craigie (John Oliver Hobbes) will be the guest of Lady Curzon in India next "cold weather."

The meeting of the Legislative Council summoned for Monday, the 22nd inst., at 3 p.m., is postponed to Tuesday, the 23rd inst., at 3 p.m.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

East Asiatic Trading Co. .... \$25;  
Hughes and Hough ..... 10;  
Hon. A. W. Brewin ..... 5

We learn, says the *Toothow Echo* of the 13th inst., that arrangements have been made by the French to ship a considerable number of coolies from this port to Madagascar. This will relieve a poor province of some of its surplus population and must be regarded as a good thing.

At the Sanitary Board meeting yesterday, the Secretary announced that the managers of the Electric Company were intending to fix up, as an experiment, a small lamp over each shop in the Central Market. If the result was satisfactory, an estimate would be prepared for properly lighting the building.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

Not many companies would go so far in the way of providing luxuries for their employees as the Star Ferry Co., but we observe that they have put up a Turkish bath for their ticket-collector on the Kowloon Wharf, and are busy making one at Peddars Wharf. We hope that they will also provide him with a change of clothing for when he emerges from his pigeon-hole.

THERE is not much further information concerning the American who was drowned at Macao last week. We are informed that he was gambling on Friday night at fan-tan, and had been at Hing Kee's hotel. It appears that he was in Macao about a week before his last appearance there, when he put up at the Boa Vista. He had no luggage, and therefore paid in advance. So far he has not been identified.

THE Band of the Madras Light Infantry, will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.—

PROGRAMME.  
1—Overture ..... "Le Champs de la gloire" ..... King.  
2—Selection ..... "Hells of New York" ..... Barker.  
3—Waltz ..... "Venetian Song" ..... Bucchioni.  
4—Cavalry ..... "La Regina di Colonia" ..... Demarest.  
5—Selection ..... "Lucia di Lammermoor" ..... Donizetti.  
6—Song ..... "The Lost Chord" ..... Sullivan.  
7—Waltz ..... "L'etelle Fatale" ..... Waldteufel.  
8—Waltz ..... "God save the King."

THE Portuguese authorities are very strict as to persons passing the Barrier at Macao at present. No one with a gun is allowed to go through without a permit from the Governor, and sportsmen visiting Macao will do well to obtain them through the British Consul. A separate pass is required for each day. 'Rickshas' are searched for guns or ammunition at the Customs station just beyond the Barrier.

AN Indian contemporary says:—Mr. Maples announces that the dream of Calcutta of electric cars will be fulfilled in another three months. The engines are on their way out, and by the beginning of June will probably be busy on the Kidderpore and Kalighat Sections. This is sooner than most people thought, and the despatch shows that Mr. Maples could do if he were only allowed a free hand. Far-sighted and energetic, the tramway service in Calcutta might have under his skilful management been the best in Asia; but obstruction nullified his best endeavours.

In his Report on the colony for 1900, the Medical Officer of Health makes a special note on the twenty deaths from collapse of buildings, which, as he says, are obviously preventable, as we have pointed out time and again. He naturally suggests that there should be greater supervision during the building of new structures, and the repair or alteration of old ones. There is a building facing the back of this office, to which they are adding another story in height, and otherwise altering parts of the old erection. We call attention to this job, one of many similar cases, where it seems to us that the work is being done in a very cheap and unworkmanlike manner. The old material (bricks etc.) is being worked in as far as possible, broken bricks and large "dollops" of mortar being very useful for filling up space. If the Public Works Dept. would keep their eye on it, they might prevent a possible collapse during the rains. It is not pleasant to have a Chinese pig-donkey building close to this office, and we are sure the structure would not meet with unqualified approval from the P.W.D.

It is to be hoped that our P.W.D. officials will note the splendid new roads in Macao, and the efficient state in which they are kept. Our Hongkong streets and roads are a disgrace, with their holes and badly metalled surfaces, compared with those of the Portuguese Colony. It is quite a treat, too, to ride in a Macao 'ricksha' of ample breadth and neat fittings, after the narrow, cheap and nasty Hongkong vehicles. We also note that the Macao 'ricksha'-men are satisfied with their legal fare, as the rule, not the exception.

## THE LIARS.

The performance last night by the Brough Company of Henry Arthur Jones famous Comedy "The Liars" was attended with the success which was to be expected. The story of Lady Jessica Nepean (the beautiful wife of Gilbert Nepean, who neglected by her husband, and fond of admiration, innocently enough encourages the attentions of a well known African Explorer Edward Falkner. The scene opens at the house of a mutual friend Freddie Tatton. The flirtation between Lady Jessica and Falkner has been talked about and their friends, the Tattons and the Gokes and a colonel, Sir Christopher Deering, are discussing it. As Sir Christopher has introduced Falkner into the house the others ask Sir Christopher to speak to his friend Falkner and persuade him to discontinue his attentions. Thus, Falkner, who is very deeply in love with Lady Jessica, refuses to do so. She although not seriously in love with Falkner foolishly consents to meet him at the Star and Garter Hotel at Shepperton, near which place she is staying with friends. A few minutes after she arrives her brother-in-law George Nepean who is waiting for the ferry across the river, sees her and enters. He puts the worst construction on her presence with Falkner and leaves abruptly saying that he will inform her husband. Lady Jessica realizing at last what she has done, determines to make up at story to the effect that she is dining with a party. The arrival on the scene of Lady Rosamund Tatton, her sister, decides her. She asks Lady Rosie to dine with her. Lady Rosie, however, replies that she cannot as she is with friends and is dining with them. However she consents to write to George Nepean saying that she dined with her sister. She then departs and Lady Jessica at once returns to town. The next arrival is Sir Christopher Deering, who comes in and finds Falkner alone and proposes to join him at dinner. Falkner consents but excuses himself dashes up to town. Next morning according to their agreement at the Star and Garter Lady Jessica and Lady Rosamund meet at the latter's house in town, having arranged to explain all to George Nepean. They find it necessary to take Freddie Tatton, who is rather a nonentity, into their confidence. Shortly afterwards Sir Christopher Deering arrives and he is begged to help them. He gives them the choice of "two possibilities" namely telling a lie or sticking to the truth. They decide on the former course and make up a story, which unfortunately turns out to be a failure, as a friend of theirs, a Mrs. Crespin with whom the Tattons had been dining the night before, calls, and in the course of conversation tells them that she has met George Nepean and has mentioned to him the fact that the Tattons dined with her. Dolly Coke a cousin of Lady Jessica then arrives and as she is more or less conversant with the matter in hand is also enlisted to help. Her husband however, a fussy and ultra conscientious old man, refuses to countenance the proceedings at all, and matters are proceeding very badly when George Nepean arrives by appointment. He is told the story but is obviously sceptical and says that he will not influence his brother in any way. "Gilbert Nepean then arrives in response to a telegram from his brother and demands an explanation. It is not satisfactory as the conspirators are all very nervous and conscious that their story is as Freddie Tatton remarks, "this." It is at this important juncture that the cause of the trouble, Edward Falkner arrives. He at first sticks up for Lady Rosamund's story, but being implored by Lady Jessica herself tells the truth, and exonerates her from blame. Act IV. takes place in Christopher Deering's rooms in town. The Colonel is packing his kit preparatory to going to Africa on service, while so doing Beatrice Ebernoe a widow with whom he is in love comes in. In a very clever scene in which he proposes to her, in a rather breezy way, and she accepts him. After her departure Lady Jessica and Lady Rosamund arrive and a little later Edward Falkner. Sir Christopher discovers that Lady Jessica is quite prepared to run away with Falkner, having apparently decided that she is in love with him. The Colonel shows them what a mad thing it is for both of them to do, and cites several cases of people whom they personally know who have done so, and come to grief in consequence. In the end the Colonel succeeds in dissuading them, and inducing Falkner to come to Africa with him. Gilbert Nepean then arrives and the Colonel who is the guide philosopher and friend of them all, persuades him to forgive wife and it all ends satisfactorily if not happily for all.

The acting was excellent throughout. Mrs. Brough as Lady Jessica was at times really magnificent and the last scene with Falkner was quite faultless. Mr. Brough as Sir Christopher was always excellent, especially in his scene with Lady Jessica and Falkner in the last act. Miss Temple as Lady Rosamund was very good and evidently has a large share of her sister Mrs. Brough's talent. Miss Evelyn Martheze was most natural and pleasing as Molly Cope. Miss Noble who acted so well in "The Tyranny of Tears" was equally good in her small part of Beatrice Ebernoe. Miss Bessie Thompson as the scandal loving Mrs. Crespin was also good and if she has a fault it is that of talking a little too much at the audience. Mr. Lovell as Edward Falkner acted a most difficult part with great skill and case. Mr. Mario Majeroni as Gilbert Nepean and Mr. Percy Brough as his brother George both acted well. Mr. Leslie Victor as Freddie Tatton was excellent and made the most of a not very interesting part. The minor characters were well filled and quite on a par with the rest of the performance.

"THE LIARS."  
An Original Comedy by Henry Arthur Jones.  
CAST OF CHARACTERS:—  
Colonel Sir Christopher Deering ..... Mr. Thorough.  
Edward Falkner ..... Mr. W. J. Lovell.  
Gilbert Nepean (Lady Jessica's husband) ..... Mr. Mario Majeroni.  
George Nepean (Gilbert's brother) ..... Mr. Percy Brough.  
Freddie Tatton (Lady Rosamund's husband) ..... Mr. Leslie Victor.  
Archibald Coke (Dolly's husband) ..... Mr. Richard Darter.  
Walter as the "Star and Garter" ..... Mr. Morgan MacMahon.  
Evelyn ..... Miss Evelyn Martheze.  
Goldy ..... Miss Grace Nolle.  
Footman at Cadogan Gardens ..... Mr. Harold.  
Mrs. Crespin ..... Miss Beatrice Thompson.  
Beatrice Ebernoe ..... Miss Grace Nolle.  
Dolly Coke (Cousin to Lady Jessica) ..... Miss Evelyn Martheze.  
Fanny (Lady Jessica's Maid) ..... Miss Evelyn Martheze.  
Lady Rosamund Tatton ..... Miss Evelyn Martheze.  
and  
Lady Jessica Nepean (Lady Rosamund's sister) ..... Mrs. Brough.  
Act I.—Sitting Room of the Lawn of Freddie Tatton's House in the Thames Valley on a Summer Evening.  
Act II.—Private Sitting Room, No. 12, at the Star and Garter Hotel, Shepperton, on the following Monday Evening.  
Act III.—Lady Rosamund's Drawing Room, Cadogan Place, London.  
Act IV.—Sir Christopher Deering's Rooms in Victoria Street, on Tuesday Evening.

LEGAL INTELLIGENCE.

## SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington,  
Kt., C.M.G., (Chief Justice.)

April 19th.

THE VICTORIA GAOL OUTRAGE.  
Mak Su, Ip Sam and Young Fuk were charged with attempting to murder Robert Henry Craig and also with doing him grievous bodily harm. Prisoners entered a plea of guilty on the first count saying "certainly we intended to murder," and to the second replied "yes, we did it."

The following jury were empanelled:—Heinrich Carl Oldor, Saul Abdulla Joseph, Albrecht Wilhelm Schellass, Adolphe Maria Baradas, Philip Moeller, George Richardson and Robert Trevelyan Head.

Mr. Pollock, K.C. Acting Attorney General, briefly opened the case for the Crown by explaining to the jury the facts which would be brought forward in evidence.

Robert Henry Craig, sworn, stated:—I am Asst. Superintendent in Victoria Gaol, and have been there two years on 13th May next. I was Chief Warden for four years before that and was fifteen years as discipline warden in the Imperial Prison Service. I have had about 21 years prison experience. On 25th ult., at about ten minutes to ten I was inspecting the lower yard of the gaol accompanied by the Chief Warden. The three prisoners were working in the yard picking oakum, all in the same party which contained between twenty and thirty. The first prisoner was under a tea years sentence for piracy. He was convicted of piracy on 18th July, 1900. The second prisoner was serving a term of 14 years for the Wing Lock Street Robbery in which a policeman was killed, from 18th January. Third prisoner was under sentence for forgery of three years.

A plan of the Gaol was shown to the jury. On the morning in question I was entering the wash-house through one of the arches and was struck from behind on the back of the head. I turned about and saw the first and second prisoners in front of me, and while defending myself saw the third enter from the south side of the shed. It is an open shed with arches on both sides. He was coming towards me. I received a stab on each shoulder and one on the head from the first and second prisoners. I was not struck by the third; an officer prevented him as he was making at me with a knife. He was within four or five feet of me. The prisoners were overpowered and the weapons produced, (two knives and a plane blade) taken from them.

Here Mr. Craig produced his bloodstained uniform coat showing the cuts, four or five in number.

Witness, continuing:—The plane blade fits some of the cuts.



less than twenty inches from me. I did not charge you merely because I saw you in custody of an Indian warder. Each prisoner is allowed to have his food each day. The food is served out by weight. You have had four ounces of pork for the last six years every week.

Here Prisoner explained that he had been in prison for the last two years. Mr. Craig turned up an entry which showed that prisoner had been degraded and so received no pork but was put back in his class next day and after a period of a month's probation he more received his pork. This was in 1899.

By the Second Prisoner—I never gave orders for you not to be allowed to change your clothing. I remember your being put on crink work and low diet for a month for having tobacco, and on the 17th of last year for talking, insolence and disobedience to a month's crink and a week's solitary confinement.

Here Prisoner asked if the regulations were so strict, how could he get tobacco. Probably, he said sarcastically, Mr. Craig gave it to him. Witness continuing—I did not order warder No. 55 to flog you a few days after the assault. By the Third Prisoner—It is not a fact that you only had fourteen ounces of rice during your first six months. You made no complaint about it. I remember your being reported on 22nd February, 1900, for not picking nine ounces of oakum and being put on rice and water after being passed by the doctor. I enquired into the charge and found it proved. You were reported for very loud shouting under punishment and were awarded seven days solitary. All complaints are thoroughly investigated.

Prisoner—If this is so how is it that when I make a complaint you say "get out" and refuse to hear me.

Witness—I that is not so, my Lord.

Prisoner—Do you remember when I made a complaint last winter of a warper throwing water into my cell you punished me?

Witness—There is no report to that effect. On the 16th February 1900 he was reported for loud shouting and was put on, three days solitary.

His Lordship here explained that it was impossible to investigate these charges of solitary confinement for no offence at all and it was impossible to say now if it was so or not.

The interpreter here reported that the prisoner said to the witness: "you had better tell the truth, or when you go up there again I will beat you."

To His Lordship—I was assaulted by the second prisoner on the 28th July 1897. He struck me with a bamboo. He was ordered twenty strokes and three days rice and water with loss of marks by the Captain Superintendent and a visiting justice. I have had no other personal collision with any of the three prisoners and know of no personal animosity against me. First Prisoner bears a fair good character. Second Prisoner bad and Third Prisoner also.

Honourable Justice said: I am Interpreter at the Magistrate. I remember the prisoners being charged at the Magistrate. I interpreted the two charges to them and they all three admitted both. (Original charges put in).

The Prisoners had no questions.

His Lordship, declared, stated: I am an assistant warder at Victoria Gaol. I was in charge of a gang of prisoners including defendants on 27th March in the lower yard. They were picking oakum. At ten minutes to ten the Chief Warder and Assistant Superintendent were going the rounds. They had passed the prisoners once and on the second time of passing one of the prisoners went up to the Asst. Superintendent in front and one at the back. I saw the three prisoners strike him. I ran after the third and seized him and the other two were striking the Asst. Superintendent then. He was close to Mr. Craig when I seized him and was running towards him. I had to run to catch him. He had a knife in his right hand; it was one of those produced. I did not actually see the third prisoner strike Mr. Craig but I did see the first and second do so.

By the First Prisoner—I did not strike you with a stick after arresting you.

By the Second Prisoner—You had a weapon in your right hand. I can say which of the three produced. I saw you run up and strike the Asst. Superintendent.

By the Third Prisoner—You had a weapon like a knife in your right hand. You first had a piece of rope which you threw down and took a knife as you ran towards Mr. Craig.

You had not the piece of rope in your hand when I seized you. I cannot say which knife you had as I seized you at the back and the guard in front took it away. You cut my hand, as I seized you.

By the Jury—The third prisoner drew the knife from his clothing. I did not see it before he ran towards Mr. Craig.

By His Lordship—The oakum pickers do not have knives.

Abdullah, declared stated, he was an assistant warder in Victoria Gaol, and went on to describe the assault and identified the three prisoners. He seized the second prisoner and received a cut across the left hand. His trousers and coat were also cut and his upper lip was injured. He did not see the third prisoner actually strike Mr. Craig.

By the Second Prisoner—I saw you had a knife, in your hand and received a cut from it. The cut was not from the sword of one of the warders. There were no warders near, only two European prisoners who came to my assistance. I did not see you struck and wounded. The Second Prisoner informed the witness that he was too cowardly to tell the truth.

The witness identified the weapon used by the second prisoner, and the plane blade which was in the hand of the first prisoner.

Li Hong Li, declared stated, I am Court Interpreter and interpreted the charges to the prisoner yesterday three times. They replied, Yes, we did it. certainly, we did it. They thoughtfully understood the charge.

On the case being resumed after time—

Dr. J. C. Thompson, sworn, stated he was Medical Officer of Victoria Gaol. He had examined Mr. Craig shortly after the assault and found two wounds at the back of the head just below the crown, evidently inflicted by a sharp cutting instrument. They were separate cuts meeting at an obtuse angle. One was 3 1/2 in long and the other 2 1/2. They were both cut on the top of the head in front, an inch and a half in length and superficial. There were two wounds one on the front of the left shoulder, probably inflicted by the plane blade, as also probably by a knife. The cuts on the head, while they were on the front of the head were probably inflicted by a knife. The cuts on the forehead were one on the lower lip and two on the left hand one an inch and the other three and a half inches long. He was sent to hospital.

By the First Prisoner—Mr. Craig's injuries might have proved fatal in the absence of a doctor. There is still numbness at the back of the scalp which may prove permanent.

By the Second Prisoner—All the wounds on Mr. Craig were inflicted with sharp instruments.

By His Lordship—Mr. Craig's injuries were severe.

The interpreter here said that the prisoners wished to state that they appreciated Mr. May and Dr. Thompson as their own fathers.

Lau Wei Chur, declared stated, I am a prisoner in Victoria Gaol, on a sentence of 15 years' hard labour for arson since five years back. This was the Wing Lok Street fire.

His Lordship explained to the witness that he had been called by the First Prisoner and was expected to tell anything he knew of ill-treatment or tutting food.

Witness—About food, it was not exactly cutting down. I was connected with the cooking department. If you put more water with the rice it increases the quantity. The first prisoner got his rice in varying quantities. I knew it because he weighed it. I saw him do so. For the first six months he would get 14 oz. of rice in the morning and 16 oz. in the afternoon. A long time ago there was a complaint made to the Visiting Justices about shortness of food. I know of no complaint made by the three prisoners. I was in the kitchen. I know nothing of Mr. Craig being on any prisoners, at all the time in the cookhouse. I know a prisoner may complain of his food; they do so sometimes and the complaints are enquired into.

By the First Prisoner—I remember when you came to me about your rice I told you it was 22 oz. A prisoner is entitled to that. You said you were entitled to 26 oz. but I told you that you were only entitled to 22. Formerly each prisoner got four ounces of pork once a week; now the regulation is changed. I can't say if you always got your correct supply of rice. I didn't distribute it. I did not tell you that Mr. Craig and the Chief Warder cut down the diet. I remember on one occasion there was some twenty pounds short in the rice.

By the Second Prisoner—I supplied you with the regulation amount of rice.

By His Lordship—The regulation quantity of rice has not been reduced since I have been in goal. The allowance of rice depends upon the class you are in. If the prisoners do not get sufficient rice they complain to the Visiting Justices. I remember your complaining of being cut four ounces of rice. I don't know to whom the complaint was made.

By the Third Prisoner—You did suggest that your allowance should be 26 oz. of cooked rice and that you should be allowed to cook it yourself. I did hear you complain of being cut of four ounces of pork.

Cheung Lee, declared stated—I am a prisoner in Victoria Gaol and have been there over two years. I was convicted of murder and my sentence was commuted.

The reason for his being called was then explained to the witness.

The only thing he knew about cutting down of diet was once when it was cut down by regulation, about two years ago, when all the prisoners had their rice cut. The rice is distributed by the prisoners attached to the kitchen. They give some more and some less. If I didn't receive the right quantity I would complain to the Visiting Justices. I don't know anything about Mr. Craig wrongfully cutting down first prisoner's rice.

By the Second Prisoner—When I went to goal and got into the first class I had four ounces of pork a week. Since the new regulations I have had six ounces.

By the Third Prisoner—A prisoner, after three years, is allowed six ounces of pork a week.

The third prisoner thought pork a very important question. If he didn't get enough he couldn't do his work and got punished.

Fen Cheong, declared—I am a prisoner in Victoria Gaol under a sentence of five years for armed robbery. I have been there 22 months.

It was explained to him that the first prisoner had called him to prove an assault committed by Mr. Craig upon him.

He knew nothing of it.

Li Tak, declared—I am a prisoner in Victoria Gaol under a commuted sentence for murder. I have been in goal 149 months.

His Lordship explained that the second prisoner wanted him as a witness to prove ill-treatment on the part of Mr. Craig.

Witness—Mr. Craig did not give him enough food; less than the regulation allowance. It was the fault of the prisoners in the cookhouse. They had only been there a short time and did not know the correct quantity to give. It was nothing to do with Mr. Craig. If a prisoner did not get his proper food he could complain to the Justices. A good many of them have made such complaints. I am an old man, my Lord, have been there a number of years. I can't eat much, could do with less, and have no complaint to make.

By the Second Witness—Four or five years ago I remember your complaining of Mr. Craig cutting diet. Prisoners serving long sentences are allowed to have a certain amount of pork each week. This applies to first-class prisoners. I don't know anything about Mr. Craig cutting your diet.

The third prisoner had a lot of questions to put regarding pork and rice, but nothing of value to the case was elicited.

Chan Law, declared—I am a prisoner in Victoria Gaol under sentence of 18 years imprisonment for manslaughter. I think I was convicted in 1892.

He too, failed to establish any ill-treatment on the part of Mr. Craig.

Mok Chun, declared—I am a prisoner in Victoria Gaol serving a sentence of ten years for larceny, but I did not commit the offence. I was sentenced about nine months ago.

He also knew nothing affecting the case.

By Mr. Pollock—About two years ago I assaulted Mr. Craig and a warder. I was assaulting Mr. Craig and hit the warder accidentally when he got in the way. I got six months separate confinement and 30 strokes for it.

Leong Tan Cheong, declared—I am a prisoner in the Victoria Gaol under a six years sentence for larceny. I was sentenced three years ago.

He knew nothing affecting the case but delivered a homily upon the shortcomings of short sentence men as cooks and suggested that the Gaol Authorities put the old hands to the work.

(Case proceeding.)

## AT THE MAGISTRACY.

April 18th.

### THE VIOLENT OUTRAGE.

George Allen, 31, Storeman of the Naval Yard, was charged before Mr. Hazeldan that he on the 17th day of January, 1901, and divers subsequent dates at Victoria in this Colony feloniously did aid, abet, counsel and procure one Yeung Kun to throw a certain destructive substance upon one G. Keek, which destructive substance was in fact thrown upon the said G. Keek on the 14th day of March, 1901, whereby the said G. Keek did suffer grievous bodily harm.

The case was remanded to 25th instant. Bail refused.

April 19th.

### FALSE WEIGHTS.

For having false weights on his premises at 340 Des Voeux Road West, Lo Wo was fined by Mr. Kemp thirty dollars or six weeks' hard labour. He paid up.

### A SHIP CAPTAIN FINED.

Inspector Kemp charged Thomas Meade, master of the French s.s. *Le Rhone* with hav-

ing on board his vessel on the 17th instant 348 passengers in excess of the number allowed by the vessel's licence. Defendant stated it was impossible to keep the passengers from coming on board at Canton. The Chief Engineer corroborated. A fine of a hundred and seventy-five dollars or two months' hard labour was imposed and paid. *Le Rhone* is a French river boat running between here and Canton.

### ARMS.

Ng Sham Wing and Ng Kwan Wing were charged on the information of P. Const. Geo. Watt, with having in their possession, without a permit, 26 rifles, 47 revolvers, 234 bayonets, 2,950 rounds of ammunition and 17 cases of ammunition. Defendants pleaded guilty and were each imposed a fine of one dollar and four days' hard labour. The arms and ammunition were confiscated.

### JUNK MASTERS FINED.

Wong Ho and Wong Shing, junk masters, were charged on the information of Inspector Kemp with anchoring their craft within fifty yards of the telegraph cables. Fines of \$25 or six weeks were imposed. Wong Shing preferred gaol.

### OPIUM.

There were a number of opium cases heard at the Magistracy this morning and fines ranging from \$2 to \$500 were imposed.

### DRUNK.

William Bishop a seaman on the *Empress of India*, was fined \$2 or seven days for being drunk and incapable in the public street. He went to gaol.

## HONGKONG DURING 1900.

We take the following extracts from the Report of the Medical Officer of Health, for the year 1900—

### AREA.

At the latter end of the year the Sanitary and Building Ordinances of the Colony were extended by Ordinance No. 30 to that portion of territory between the shore and the first range of the Kowloon Hills, extending from Lyemmoon Pass on the east to Lai-chikok on the west (having a sea-frontage of some ten miles), thus making the total area of the Kowloon Health Districts about 18 square miles, and bringing within the jurisdiction of the Board that collection of dirty and insanitary dwellings known as Kowloon City.

The island of Hongkong has an area of rather more than 29 square miles and the City of Victoria is situated upon its northern shore, extending along the sea-front for a distance of four-and-a-half miles up the hill side to the city limit of 600 feet above high-water mark.

The domestic buildings of the City of Victoria number 8,600 (exclusive of Barracks and Police Stations) of which 28 are European dwellings, while there are also some 130 European dwelling in the Hill District.

This shows a decrease of 14 Non-Chinese dwellings as compared with the previous year and an increase of 69 Chinese dwellings. The plans of 1,319 new buildings, and of alterations to 3,185 existing buildings have passed through my hands during the year, with a view to seeing that they complied strictly with the Public Health Health Ordinances of the Colony. During the previous year plans of 634 new buildings, and of alterations to 772 existing buildings were received, so that the records of the past year show great activity in building operations throughout the Colony, which has been occasioned in part by the alterations required by Ordinance 34 of 1899.

### GENERAL SANITARY CONDITION.

The year has been a very busy one, owing to the enforcement of the provisions of the Insanitary Properties Ordinance of 1899, which was passed on November 28th of that year, and which required, *inter alia*, the provision of open spaces in the rear of many existing domestic buildings. A large number of old buildings throughout the Colony have now been provided with these backyards and although they rarely exceed the legal minimum of 50 square feet in area, yet some improvement is already perceptible in the lighting and ventilation of the back part of many of these dwellings. All new domestic buildings must now be provided with backyards, or back lanes, varying from 6 feet to 14 feet in width, in accordance with the depth of the house, and as plans of no less than 1,319 new buildings have been sent in during the year, it will be seen that this provision will gradually have a marked effect upon the general sanitary condition of the Colony. The Sanitary Board are now engaged upon an earnest attempt to secure a reduction in the present excessive height of buildings, for the provisions of the present law in this respect are calculated to result to a great extent, the benefit which should accrue from these open spaces in the rear of buildings. For more than fifty years past, many of the larger cities of Great Britain have prohibited the erection of buildings of a greater height than the width of the streets on which they front, while in this Colony domestic buildings can still be erected, under certain conditions, to a height of 46 feet in lanes only 14 feet in width, and in streets of just over 20 feet in width buildings can be erected to a height of 135 feet and can have balconies on either side of such street projecting over the footways and reducing the width of such street which is open to the sky to 11 or 12 feet only. Many old houses which were originally designed for the purpose of being recently designed to three and four-story buildings under this present law, and the sooner, therefore, the law is amended in this respect, the better will it be for the general sanitary condition of the Colony.

The question of the resumption of insanitary or obstructive buildings is one which must shortly receive the serious attention of the Government, as there are many private lanes in the City which have been converted into insanitary courts by the erection of dwellings at both ends of the lane, leaving a passage way only below the first floor. Such obstructive buildings should be resumed and demolished and this can now be readily done under the Crown Lands Resumption Ordinance of 1900, while legislation is needed to prohibit the further erection of such obstructive buildings.

Several additional latrines were in process of erection at the latter end of the year, but there is still the same urgent need for urinals, especially in the City of Victoria. This need has been pointed out by me since 1897, and it is, I believe, one of the principal causes of the offensive smells which arise from many of the street gullies and drains, as, in the absence of suitable conveniences, the coolies have no option but to make use of these receptacles for the purpose.

### MALARIAL FEVERS.

The total number of deaths among the Chinese from the Malarial Fevers was 887, as compared with 532 during the previous year and 500 during 1898; this is equivalent to a death-rate of 3.3 per 1,000. From this it may be seen that the mortality from this cause among the local population is, as to be said, than among the total population, as in 1899.

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The Colony has endeavoured to keep pace with the recent researches into the aetiology of Malaria, and in October last I submitted the following minute to the Sanitary Board and it has been subsequently published for general information.

"The modern theory in regard to the transmission of Malaria is that the disease is conveyed from man to man by certain minute organisms in the blood of the patient and it can readily be understood that when a patient suffering from Malaria is bitten by a mosquito, some of these organisms are taken (with the blood) into the body of the mosquito. The malarial organisms there undergo certain developmental changes and should the same mosquito subsequently bite another person, he becomes inoculated with the disease, and may develop an attack of Malaria."

"The Anopheles differs from the ordinary mosquito (genus 'Culex') in that its approach is not heralded by that noisy 'ping' that characterizes the latter; that its bite is not nearly so irritating to the skin; that it rarely bites except between sunset and sunrise, and that while the 'Culex' will breed in any old flower-pot or tin containing water, the 'Anopheles' is fortunately more choicely in its selection of a breeding pool, and generally requires a small sheltered pool, containing perhaps organic matter in suspension or a small quantity of water weed, and the water of which is neither stagnant nor of pure spring water. The 'Anopheles' can travel a distance of some 400-500 yards and can remain alive for a period of several months—that is to say, throughout the whole of the dry season."

Asiatics, and especially children, suffer more or less constantly from Malaria, as they adopt no means of protection from the bites of mosquitoes, and 'Anopheles' are almost always to be found in the neighbourhood of native dwellings, while some 1 to 5 per cent. of them will be found to contain the malarial organism. It follows therefore—

(1) That European houses should be distant some 400-500 yards at least from native dwellings.

(2) That all pools in which 'Anopheles' can breed should be filled up or drained, for a like distance, around such European houses.

(3) That all brushwood and rank vegetation, including grass, should be kept down by frequent cutting.

(4) That mosquito-nets should be used at night."

A certain amount of work was done during the year in the direction of the treatment of some of the Anopheles pools with paraffin, and of the filling up of others with concrete, but apparently without any great success, and I am afraid that nothing but a thorough scheme of draining the Nullahs on the outskirts of the City will have any appreciable effect in reducing the number of mosquitoes capable of carrying infection.

In a recent Report to the Royal Society, Drs. Stephens and Christophers, who are working at this subject in Lagos, say that "to stamp out native malaria is at present chimerical, and every effort should rather be turned to the protection of Europeans," and I certainly think that the same principle holds good in this Colony. The Colony has recently acquired a very extensive addition to its territory, and every effort should be made to secure and maintain an extensive European reservation in this new territory, before the land becomes too valuable for the Government to be able to resume from the native holders. This reservation should be surrounded by a zone of neutral ground, at least a quarter of a mile wide, on which neither European nor native dwellings should be allowed, but which should be utilized by the Government for the cultivation of trees or laid out in part as a recreation ground.

There is no objection to a small number of personal servants residing within the reservation area, but in no case should any native families be allowed, as it is the native children, and especially those under the age of ten years, who are the principal source of infection in Malaria.

In view of the very considerable number of deaths from Malaria Fever among the troops, it would appear to be especially important that all barracks should be isolated in this manner from the native population.

### DEATHS.

There were 361 deaths of Chinese from Beri-beri during the year, as compared with 197 deaths in the previous year. The numbers of deaths among the floating population alone was 56.

The deaths were evenly distributed throughout the year as will be seen from the following table:—

January	33	July	52
February	26	August	27
March	27	September	25
April	30	October	31
May	31	November	41
June	31	December	32

### ACCIDENTS.

Among the accidental deaths of Chinese will be found no less than twenty (together with one Non-Chinese death) as a result of the collapse of buildings, none of which were occasioned by fires. This appears to be a very heavy mortality from an obviously preventable cause, and suggests that a very much greater amount of supervision over the actual work, both of construction and of the repair of dwellings, is needed in this Colony.

In the large Cities of England it is customary for Municipal authority to employ a number of Inspectors of Buildings, whose sole duty it is to watch the progress of construction, and of repairs to existing buildings, and to report at once any defects observable in the old work thus exposed, or any breach of the Building laws. In this Colony much of the constructional work is left entirely in the hands of Chinese contractors, without the supervision of the Architects who designed the building or the alteration (except in the case of important European buildings), and it would seem therefore that such a staff is even more urgently needed here than at home.

The matter is one which concerns the Sanitary Board only so far as the unnecessary loss of life is concerned, but on the grounds alone the Board would, I think, be justified in making a strong representation to the Government on the subject.

### SMALL-POX.

Twenty cases of this disease were reported during the first quarter of the year, 16 of them being Chinese and the remaining 4, other Asiatics; six Chinese cases were reported during the second quarter, and one during the fourth quarter. One European case also occurred during the fourth quarter, the patient being an employee of the Kowloon Docks who had contracted the disease in Swatow. The number of deaths from Small-pox was 17, of which only one was Non-Chinese.

The total number of vaccinations recorded last year was 4,406 as compared with 6,529 in 1899, and 7,041 in 1898. This appears to be a most unsatisfactory state of affairs, and I think the Government should be urged to give the most energetic means of propaganda to this most important means of prophylaxis. In 1897 it was recommended that a small paper should be

offered to the Chinese House Surgeons at the Native Hospitals (Tung Wa, Alice Memorial and Netherlands) for all successful vaccinations, the vaccine to be supplied by the Government, with a view to increasing the number of vaccinated persons in the Colony, and thereby reducing the mortality from this disease. This scheme was specially recommended by the Sanitary Board, by resolution, in August, 1898, and has been urged by me in subsequent Annual Reports, but has, I regret to say, not been given effect to.

The number of deaths from this disease in 1899 was 35, while in 1898 there were 110 deaths and in 1897, 209 deaths, and it is probable therefore that the temporary reduction in the number of deaths from this disease has led to the marked apathy in regard to vaccination.

## THE MISSIONARY QUESTION.

(Continued from yesterday.)

The following is the continuation of Mr. Michie's lecture, at the City Hall, on Tuesday—

Before attempting to deduce any practical hints for the betterment of the existing situation, a glance at the manner of introduction of missions into China may not be amiss. For it has not been so clean and above-board as befitted the pure character of Christianity. Its entry has in fact been insidious, and attended with as much craft as the most fine-drawn pieces of worldly diplomacy usually are. Being all within the memory of living men, the various stages of the process are easily verified by any one who feels interested in the subject. The modern missionary question is not yet sixty years old. It was opened subsequent to and consequent upon the treaty of Nanking of 1842.

Cemeteries, funeral rites, churches for Christian worship were permitted under the Treaty of Nanking. This applies of course to the five treaty ports, to which all foreign intercourse was then restricted. The French sought, as an extension of these privileges, that the Chinese natives professing Christianity should likewise be protected. Their requests were considered and approved by the Imperial Commissioner, Kiating, who memorialised the throne on the subject in 1844 and 1845. In reply, the fullest toleration was granted by Imperial Rescript to "the religion of the Lord of Heaven which instructs and guides men in well-doing."

More than that, the Emperor decreed that "the ancient houses which had been built in the reign of Kanghsi" be, with specified exceptions, "restored to the professors of this religion in their respective places." The French demands were thus conceded with every appearance of liberality and good faith. The Chinese statesmen of that time seemed unsuspecting of the bitter fruit which was wrapped up in these innocent-sounding demands. The germ of the whole French policy in the Far East was by that simple concession introduced into the Chinese body politic—the aggressive alliance with the Church, the deep purposes of which had been copiously expounded in State papers from the days of Louis XIV. descending in an unbroken series, with constantly accumulating force, to our day. This first step, as all subsequent steps, in the introduction of missionaries was a conscious or unconscious imposition on the Chinese, inasmuch as the ulterior purpose was concealed under a pretext.

When the Treaties of 1858 came to be negotiated, a material advance was made on the French agreements of 1844 and 1845. A general demand was now made for toleration of Christianity in China. This again was a covert device to gain something more than what was asked for, since full toleration had already been accorded. What was really contemplated by the two Powers, or by their respective propagandists who pushed them from behind, was aggression, religious only on the part of Great Britain; religious, political and military on the part of France. The concession to France in 1846 was the iron wedge driven into the granite block: the concessions of 1858 and 1860 were the water applied to it, causing the rock to split. It was a gentle operation, ulterior designs being veiled by the mild phraseology of the treaties. The Christian religion was represented as teaching men to be virtuous; its other attributes being carefully concealed. Thus the grand hypocrisy of Christianity emboldened in great cities, and China by the two victorious Powers—one Catholic and the other Protestant. It is impossible in this case to make any distinction between them.

Next, a fraud, audacious and flagitious, was perpetrated by a French missionary in the interests of the Catholic propaganda in 1860, when a clause of the most drastic significance was smuggled into the Chinese text only of the French treaty, unknown even to its nominal negotiator, Baron Gros. It stipulated for the full restitution



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SHINANO MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.....	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 26th April, at 4 P.M.

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A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

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STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG.....	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SEGOVIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
AMBRIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

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Hongkong, 16th April, 1901.

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AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.

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Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th April, 1901.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Wednesday, 1st May, at Daylight.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.
S.S. "CITY OF PEKING" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 1st May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

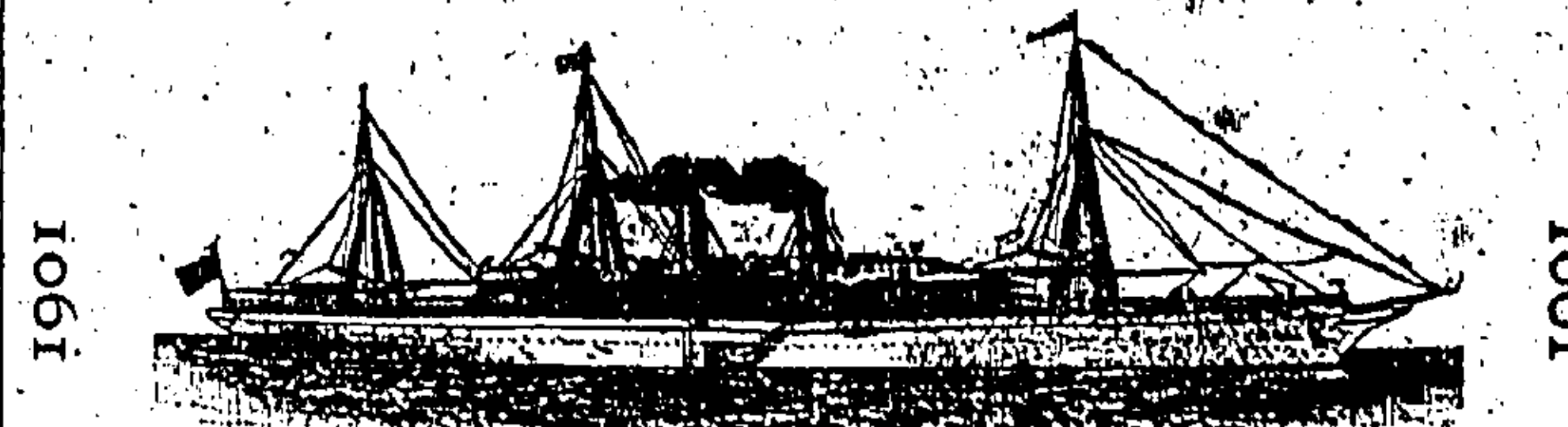
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th April, 1901.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

via SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.	Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Straitghyle ...	about April 20
Carlisle City ...	about May 15

THE Steamship

"STRAIGHTGHYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 17th April, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Captains.	Proposed Sailings.
Olympia	J. Truebridge	April 26
Duke of York	J. S. Cox	May 7
Tacoma	A. Dixon	May 17
Victoria	J. Panten	May 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £32.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the "KLODYNE GOLD FIELDS." Frequent Sailings from VICTORIA, TACOMA to DYBEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL &amp; CO., LIMITED, General Agents.

Hongkong, 15th April, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"SOBRAON"

Captain L. M. Wibmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 13th April, 1901.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

ADOLPH DRIG, American ship, Amesbury. Standard Oil Co.

SEA WITCH, American ship, Hows. Master. HATTIE C. SMITH, American schooner, Riley. Master.

CLAVERING, Brit. str., T. Barker. Dodwell & Co. Limited.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	TSINAN	23rd instant.
MANILA	TSINAN	24th instant.
SHANGHAI	SZUEHUN	25th instant.
ILOILO and CEBU	SUNGKIANG	26th instant.
MANILA	KWEIYANG	26th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 18th April, 1901.

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	CAITHNESS	20th April.
"	DAEDALUS	2nd May.
"	MAGALON	9th May.
"	ACHILLES	16th May.
"	PROMETHEUS	23rd May.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	AJAX	30th April.
"	ANTENOR	14th May.
"	ANTENOR	21st May.
LIVERPOOL (DIRECT).....	ANTENOR	28th May.
(Taking Cargo at LONDON RATES).....	ULYSSES	24th May.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA,"

Captain Mosca, will leave for the above places, TO-MORROW, the 20th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th April, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 18th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE,"

will be despatched for the above Port on or about the 23rd instant, and will be followed by the S.S. "FERNDENE," "LOWTHER CASTLE," "AFRIDI" and "HILLGLEN."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 16th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA,"

Captain Ostermann, will be despatched as above on or about SATURDAY, the 24th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.







Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	370 % premium
The Bank of China & Japan, Limited.	£ 5	Nominal
(Preference)		
The Bank of China & Japan, Limited.	£ 4	£1
(Ordinary)		
The Bank of China & Japan, Limited.	£ 1	£5.5 buyers
(Deferred)		
National Bank of China, Ltd.	£ 8	\$37 buyers
(Do. Founders)	£ 1	\$15-sellers
<b>Marine Insurances.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$28½ buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$57½ buyers
Co., Ltd.		
Li Ching Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Angware Ins. Co., Ltd.	£ 60	\$130 buyers
Ins. Co., Ltd.	£ 20	\$100 buyers
Ins. Office, Ltd.	£ 20	\$100 buyers
Ins. Co., Ltd.	£ 20	\$100 buyers
<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$325 buyers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
<b>Shipping.</b>		
Hongkong, Canton & Macao Steamboat Co., Limited	\$ 15	\$33½ buyers
China Navigation Co., Ltd.	£ 10	\$127 sales
China & Manila S.S. Co., Ltd.	£ 50	\$63 buyers
Co., Ltd.	£ 30	\$41 sales
Couglas Steamship Co., Ltd.	\$ 50	\$11 sellers
China Mutual S. N. Co., Ltd.-(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.-(Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.-(Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$23 buyers
Shell Transport & Trading Co., Ltd.	£ 2	£3 sellers
<b>Sugar Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$135½ sales and
China Sugar Refining Co., Ltd.	\$100	\$38 sellers
<b>Mining.</b>		
Nijom Mining Co., Ltd.	\$ 8	\$6 sellers
Nijom Mining Preference Shares	\$ 1	\$1.20
Industrie Française des Charbonnages du Tonkin	Fcs. 250	\$315
Green Mines, Ltd.	25 cts.	10 cents
Heu Mining and Trading Co., Ltd.	\$ 5	\$5
Wah Aian Gold Mining Co., Ltd.	175.100	\$38 buyers
Investor Freehold Mines, Ltd. A	\$ 5	\$2½
Investor Freehold Mines, Ltd. B	\$ 5	\$14 sales
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	10 cents
(Preference)	\$ 1	40 cents
Dooke, Wharves and Godowns		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	277½ buyers
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$103
China Warehouse Storage Co., Ltd.	\$ 37½	\$63 buyers
W. Amoy Dock Co., Ltd.	\$ 61	\$22
Lands, Hotels and Mortgage Co., Ltd.	10	39½ sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$196 sales
Woon Land and Building Co., Ltd.	\$ 30	\$28 buyers
Point Building Co., Ltd.	\$ 50	\$53 buyers
Hotel Co., Ltd.	\$ 50	\$120 sellers
Hotel Co., Ltd.	\$ 50	\$80 sellers
Empire's Estate & Finance Co., Ltd.	\$ 10	\$134 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton-spinning, Weaving & Dyeing Co., Ltd.	\$100	\$7½ sales
Cotton Spinning W. Co., Ltd.	Tls. 100	Tls. 44
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
W. Kung-mow Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
Chae Cotton Spin. Co., Ltd.	Tls. 500	Tls. 325
Hongkong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 45
<b>Cigar Companies.</b>		
Ambramb, Ltd.	\$500	200 % premium
Commercial, Ltd.	\$500	100 % premium
Insiana Limited	\$500	par
Favorite	\$500	100 % premium
<b>Miscellaneous.</b>		
China Island Cement Co., Ltd.	\$ 10	\$18½ ex div.
China-Borneo Co., Ltd.	£ 15	\$6½ ex div.
Importers & Co., Ltd.	\$ 10	\$17 buyers
China, Limited	\$ 10	\$10½ sellers
Hongkong Electric Co., Limited	\$ 10	\$12½ sellers
Hongkong Electric Co., Limited	\$ 5	\$6½ sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$130 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$157½
Fenwick & Co., Ltd.	\$ 25	\$55 sellers
Hongkong & China High-Lovel Railway Co., Ltd.	\$100	\$125 buyers
Yee Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
McPherson, Moore and Co., Ltd.	\$ 10	\$20
Asbestos East-Indian Agency, Ltd.	£ 1	\$14 buyers
Asbestos East-Indian Agency, Ltd.	\$ 4	\$8½ sales
Asbestos East-Indian Agency, Ltd.	\$ 20	\$7
Asbestos East-Indian Agency, Ltd.	\$ 5	\$3 sellers
Asbestos East-Indian Agency, Ltd.	\$ 20	\$20 sales
Asbestos East-Indian Agency, Ltd.	\$ 5	\$7 cum cal
Asbestos East-Indian Agency, Ltd.	\$ 20	\$20

Alexander, Mr. Earl  
Anderson, Dr. & Mrs. E.  
Angus, Mrs.  
Atkinson, Mrs. & Miss  
Bailey, Mr. W. S.  
Bell, Mr. and Mrs. O.  
M. D.  
Beringer, Mr. F. J. & C.  
Birkes, Mr. and Mrs. J. C.  
Black, Mr. D. F.  
Borthwick, Mrs. R. W.  
Bown, Mr. R.  
Bradley, Mr. R. C. D.  
Brandroth, R.N., Lt. & C.  
C. Bridge, Mr. L. N.  
Brough, Mr. and Mrs.  
Bruce, Capt. and Mrs.  
Burnie, Mr. C. M. G.  
Bushung, Mr. C.  
Butler, Mr. R. H.  
Cameroon, Mr. D. F.  
Cann, Mr. W. H.  
Cann, Mr. J. W.  
Clark, Dr. & Mrs. F. C.  
Colson, Mr. T. S.  
Condon, Mr. M. A.  
Crigdon, Mr. W. V.  
Crawford, Mr. H. V.  
Denney, Mr. W. O.  
Derrick, Mr. E. H.  
Dietman, Mr. A.  
Discombe, Mr. G. M.  
Dorechill, R.A., Major  
Duff, Mr. W. S.  
Dummont, Mr.  
Dyson, Capt. P. S.  
Evers, Mr. Aug.  
Falk, Mr. and Mrs.  
Flores, Comdr. A.  
Gibson, Mr. and Mrs.  
Kennedy  
Glover, Mr. C.  
Goddard, Capt.  
Goodell, Mr. W. A.  
Handelman, Mr. H.  
Harding, Mr. and Mrs.  
Hawley, Mr. R. W.  
Hobden, Mr. H.  
Hochappel, Mr. E. C.  
Hogg, Mr. H. H.  
Holkin, Mr. D. I.  
Howard, Mr. Thos.  
Howkins, Mr. & Mrs.  
J. O. Huke, Mr. and Mrs.  
A. N.  
Hunter, Mr. Scott.  
Jackson, Mrs. J. B. and  
child  
Joseph, Mr. & Mrs. E. S.  
Karman, Mr. S.  
Katz, Mr. E. A.  
Koyes, Miss A. C.  
Kreng, Mr. and Mrs. E.  
King, Maj. H. S., R.E.  
Kirkwood, Mr. J.  
Langford, Mr. J.  
Littledale, R.E., Major  
R. P.  
Long, Mr. & Mrs. D. M.  
Macfadysen, Dr. J.  
Mackenzie, Mr. J. R.  
Mackillop, Mr. A.  
MacKlin, Mr. T. H.  
Maddock, Mr. & Mrs.  
C. S.  
Maddock, Mr. S. C.  
Mathews, Mr. & Mrs.  
McLellan, Mrs. and  
infant  
McLeod, Mr. and Mrs.  
John  
Moffly, Mr. Geo.  
Morgan, Mr. F. E.  
Mould, R.E., Maj. C. F.  
Norden, Mrs.  
Oleson, Mr. O. K.  
Ors, Mr. F. G.  
Ors, Capt. S. G.  
Parfitt, Mr. R.  
Parkinson, Dr. & Mrs.  
Parkinson, Mr. L.  
Passy, Lt.-Col.  
Paulsens, Mr. Henry  
Pick, Mr. S.  
Pitcher, Mr. A. J.  
Porter, Mr. C. W.  
Sakeman, Mr. & Mrs.  
Sandman, Miss L.  
Seymore, Mr.  
Shiell, Mr. Geo. H.  
Smith, Mrs. Fredrick  
Smith, Mr. H. Sock  
Smithfield, Mr. L. H.  
Sontar, Mr. D.  
Speren, H.E. S.  
Stevens, Mr. H. Goyne  
Stewart, Mr. E. H.  
Taylor, Mr. D. G.  
Temple, Miss  
Tibbey, Mr. H. M.  
Valpy, Mr. G. C.  
Vanderpool, Mr. & Mrs.  
Victor, Mr. Lislie  
Wakeman, Mr. G. H.  
Watts, Mr. and Mrs.  
Frank  
White, Mr. W. J. G.  
Wild, Lieut. and Mrs.  
Bagnall  
Williamson, Mrs. J.  
Ziegler, Hon.

Beattie, Mr. James	Harston, Dr. and Mrs.
Benjamin, Mr. S. S.	G. M.
Bonnar, Mr. J. W. C.	Hughes, Col. G. A.
Bostow, Mr. J. C.	Hutchings, Miss
Brayne, Mr. H. F. R.	Hutchings, Miss T.
Brown, Colonel F.	Lang, Dr. K.
Buttanshaw, Major and Mrs. and	Lee, Mr. J. E.
Buttanshaw, Miss May	Mackie, Mr. C. Gordon
Buttanshaw, Master H.	Martin, Mr. R.
Carrington, Sir John, C.M.G.	McGawan, Mr. A.
Carrington, Miss	Miller, Mr. and Mrs.
Caulson, Mr. and Mrs.	Newall, Mr. Stuart G.
Collard, Col. A. W.	O'Gorman, Col. The
Comrie, Mr. A. F.	Oppenheim, Mr. J.
Crookenden, Col.	Pollock, Mr. H. E.
Dann, Mr. G. H.	Prynne, Capt. R.A.M.C.
Dann, Mr. J.	Prynne, Mrs.
Erdreich, Mr. J. S.	Stunzoff, Mr. M.
Forbes, Mr. Andrew	Retallick, Mrs.
Graham, Mr. D. M.	Robinson, Mr. A. B.
Graham, Mrs. W. D.	Shellim, Mr. Edward
Grimm, Major W. W., R.A.	Sinclair, Mr. A.
Gumpert, Mr. and Mrs.	Sokes, Mr. A. G.
Hays, Mr. J.	Tomlin, Mr. G. L.
	Walgress, Mr. H. J.
	Wheeler, Mr. H. B.
	Wheeler, Lt.-Col. F.

Surg. and Mrs. A. G. Lewis, Mr. M. C. C.  
Binder, Mr. Gustav Ross, Mr. John A.  
Brown, Mr. and Mrs. Volpicelli, Consul  
H. Matheson

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**KOWLOON HOTEL.**

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Downs, Mrs. Lottie Munro, Capt.  
Hoashi, Mr. S. Munro, Master P.  
Leary, Lieut. C. Thomson, Mr. & Mrs.  
Masloeraky, Mr. W. von Wittmuss, Capt.

ON LONDON, Telegraphic Transfer	17/1 9/16
" Bank Bills, on demand	1/11 1/2
" Credits, 4 months' sight	2/10 1/16
" Credits, 4 months' sight	2/10 3/16
ON BERLIN, (demand)	M.20 1/2
ON PARIS, Bank Bills, on demand	2/4 1/2
" Credits, 4 months' sight	2/4 1/2
ON NEW YORK, Bank Bills, on demand	48
" Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	147 1/2
" On demand	148
ON SHANGHAI, Telegraphic Transfer	73 1/2
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	2 1/2 prem.
Sovereigns, Bank's Buying Rate	\$10.10
Gold Leaf rose touch, per tael	\$2.00
Bar Silver	27 1/2
Dollars	nom.

New Patna .....	\$935/937	per chest.
New Benares .....	967 1/2	"
New Malwa .....	820/30	per picul.
Old Malwa .....	840/60	"
Persian, paper tied.....	812 1/2/815	"

**ALMA**, British steamer, 4,401, H. Nish, 13th April.—Mojl, 9th April, Coal.—Butterfield & Swire.  
**AMERICA MARU**, Japanese steamer, 3,460, P. H. Gojng, 12th April.—San Francisco and Shanghai 10th April, Mails and General.—J. S. Van Buren.  
**ARIAKE MARU**, Japanese steamer, 2,193, T. Tasaka, 15th April.—Kutchinotcho 10th April, Coal.—Mitsui Bussan Kaisha.  
**ATHENIAN**, British steamer, 2,444, H. Mowatt, 8th April.—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.—C. P. R. Co.  
**BENLOMOND**, British steamer, 1,752, Wm. Hutton, 13th April.—Mojl 7th April, Coal.—Gibb, Livingston & Co.  
**BUCKINGHAM**, British steamer, 1,876, A. W. Cole, 16th April.—Mojl 10th April, General.—Dodwell & Co., Ltd.  
**BURNSIDE**, American steamer, 1,400, A. H.

Price.—Doddell & Co., Ltd.

Rice.—Bradley & Co.  
CAVERING, British steamer, 2,255 J. Bar-  
30th Mar.,—from Port Natal, Ballast  
Doddwell & Co., Ltd.  
DECINA, German steamer, 704, C. Christen.  
15th April,—Saigon 11th April, Rice  
Men Van & Co.  
DENDROSHIRE, British steamer, 2,488, H.  
Vyvyan, 16th April.—London 15th Feb  
and Manila 13th April, General.—Shew-  
Tomes & Co.  
EMPRESS OF INDIA, British steamer, 3,  
O. P. Marshall, R.N.R., 16th April, 1904.  
Vancouver 25th Mar., and Shanghai  
April, Mail and General.—C. P. R. Co.  
EVA, German steamer, 2,033, Chs. Estra-  
7th April,—Kobe 31st March, Flour  
Arnhold, Karberg & Co.  
GISELA, Austrian steamer, 2,640, F. Mo-  
18th April,—Singapore 12th April, Gene-  
Rau, Wiener & Co.  
HAIMUN, British transport, 636, W. J. Da-  
12th April,—Weihaiwei via Woosung  
April.  
HANGCHOW, British steamer, 909, J. Pea-  
21st Mar.,—Shanghai, 18th Mar., Gene-  
—Butterfield & Swire.  
HANOI, French steamer, 768, Pannier, 2-  
Mar.,—Hoihow 18th Mar., General.—  
R. Marty.  
JACOB DIEDERICHSEN, German steamer, 4,  
A. Rieke, 17th April,—Haiphong 15-  
April, and Hoihow 16th, Rice and Gene-  
—Jessen & Co.  
KAIFONG, British steamer, 1,024, G. H. Pen-  
father, 16th April,—Cebu and Hilo 20-  
April, General.—Butterfield & Swire.  
KWEIANG, British steamer, 1,662, A. C.  
Outebridge, 9th April,—Canton 8th April,  
General.—Butterfield & Swire.  
MACEDONIA, British steamer, 1,460, Monsar-  
11th April,—Wuhu 9th April and Chi-  
kiang 6th, General.—Jardine, Matheson  
Co.  
MAIDZURU-MARU, Jap. str., 868, K. Sabori-  
18th April,—Tamsui, Amoy and Swatow  
17th April, General.—Mitsui Bussan Kaisha.  
MARIE JEBSEN, German steamer, 1,771,  
Hegmann, 14th April,—Saigon 9th April,  
Rice.—Jessen & Co.  
OLYMPIA, American steamer, 1,730, J. C.  
Truebridge, 15th April,—Tacoma 11-  
March, General.—Doddwell & Co., Ltd.  
PEIVANG, German steamer, 970, W. Wie-  
16th April,—Canton 16th April, General.  
Siemssen & Co.  
PENARTH, British transport, 1,959, W. H. Wa-  
27th Mar.,—Woosung 23rd Mar., Ballast  
Order.  
PETRARCH, German steamer, 1,452, Uch-  
25th Mar.,—Manila 20th Mar., Ballast  
—Sander, Wieler & Co.  
PETRIANA, British steamer, 1,140, Snope, 2-  
Mar.,—Belik, (Papan) 19th Mar., Kerosin  
—Arnhold, Karberg & Co.  
PING SUEY, British steamer, 4,149, Pernch-  
7th April,—Seattle Wash 1st March a-  
Manila 4th April, Ballast.—Jardine Math-  
son & Co.  
POMPEY, American steamer, 785, J. H. Ser-  
ner, 21st Mar.,—Manila 18th Mar.,  
—Navy.  
PRONTO, German steamer, 632, H. Gran-  
14th April,—Hiloio 9th April, General.  
Siemssen & Co.  
RATURN, American collier, 1,817, J. H. Pot-  
20th Mar.,—Reef Pratas 28th March.  
RHANTUNG, British steamer, 1,835, T. Qua-  
2nd April,—Hongay 30th March, Coals.  
—Butterfield & Swire.  
RINONGAN, Dutch steamer, 1,818, Sandma-  
12th April,—Samarang and Saigon 29-  
March, Sugar.—Yuen Fat Hong.  
RULD, Norwegian steamer, 913, A. Berbo-  
12th April,—Bangkok 5th April, Rice.  
—C. H. Reese.  
TRATHLE, British steamer, 3,284, G. J.  
Gordon, 5th April,—Mojil 1st April, Gen-  
ral.—Butterfield & Swire.  
TARTAR, British steamer, 2,768, G. D. Bow-  
4th April,—Tacoma 3th Mar., Flour.  
C. P. R. Co.

Wray, Bat. Shanghai.

*Briarcliff*, first-class gunboat, 710 tons, 1 h.p., 6 guns, Lieut.-Comdr. E. A. Fochow.

*Centurion*, first-class battleship, 10,500 tons, 9,000 h.p., Capt. J. R. Jellicoe, Shanghai.

*Daguerre*, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comd'r Washington-Ingram, Shanghai.

*Dido*, second-class cruiser, 1,600 tons, 11 guns, 2,000 h.p., Capt. T. L. Dyer, Shanghai.

*Endymion*, first-class cruiser, 7,150 tons, 1 h.p., 12 guns, Capt. G. A. Callaghan, Weihaiwei.

*Esk*, coast defence gunboat, 363 tons, 200 h.p., Lieut.-Comdr. F. Blunt, klang.

*Fame*, twin screw, torpedo-boat destroyer, 600 tons, 6 guns, 5,400 h.p., in reserve.

*Firebrand*, third class gunboat, 455 tons, 350 h.p., Canton.

*Glory*, first class battleship, 12,950 tons, 13,500 i.h.p., Captain F. S. Ingles, Woosung.

*Goliath*, first-class battleship, 12,950 tons, 13,500 i.h.p., Capt. L. Wintz, en Shanghai.

*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and G. C. Handy.

*Hermione*, second-class cruiser, 4,560 tons, 9,000 i.h.p., Capt. R. S. D. Cunningham, Hongkong.

*Hummer*, storeship, 1,640 tons, 800 i.h.p., H. J. Davison, Hongkong.

*Iris*, second-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, hai-wei.

*Janus*, torpedo-boat destroyer, in reserve.

*Linnets*, gun-vessel, 756 tons, 2 heavy gun-pounders, 870 i.h.p., Commander Smythe, Singapore.

*Lisard*, first-class gunboat, 715 tons, 680 i.h.p., Lieut.-Comdr. J. C. W. Hongkong.

*Ocean*, first-class battleship, 12,950 tons, 13,500 i.h.p., Hon. A. G. Curzon, C.B., C.M.G., A.J.S.O., en route Woosung.

*Orlando*, second-class cruiser, 5,600 tons, 8,500 i.h.p., Capt. J. H. Burke, C.B.S., Hai.

*Other*, torpedo-boat destroyer, Lieut. and C. P. Mennell, Shanghai.

*Phantix*, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.

*Pigmy*, first class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S.

*Pique*, twin screw, second-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

*Plaver*, first class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. d. Cover, Shanghai.

*Redpoll*, first class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comr. C. F. Coe, Shanghai.

*Robin* river-gunboat, 2 guns, Lieut.-Comr. G. Webster, West River.

*Rosario*, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, en route Singapore.

*Sandpiper*, British river-gunboat, 2 guns, Comdr. Carr, West River.

*Snipe*, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.

*Swift*, second-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

*Taken*, torpedo-destroyer, 1,950 tons, Lieut.-Comdr. C. P. Beatty, Hongkong.

*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

*Terrible*, first-class battleship, 14,200 tons, 25,000 i.h.p., Capt. Percy Scott, Hongkong.

*Tweed*, coast defence gunboat, 363 tons, 200 i.h.p., in Reserve Hongkong.

*Waterwitch*, surveying ship, 620 tons, Lieut. Comdr. Lyne, Manila.

*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Com Mackenzie, U.S.S.O., Shanghai.

*Wisdom*, coast defence ship, 2,750 tons, 1,000 i.h.p., Hongkong.

*Woodcock*, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

*Woodlark*, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsi.

Torpedo-boats in Reserve No. 8 and 20, 36, 37 and 38, first-class; and 3 second-boats.

Miscellaneous.

*Adamastor*, Portuguese cruiser, 1,900 tons, Capt. Austen, Hongkong.

*Asperger*, Austrian gunboat, 976 tons, Capt. Weber, Shanghai.

*Holland*, Dutch cruiser, 81 guns, 3,900 h.p., 9,250 i.h.p., Capt. S. N. Sybrandt, Swat.

*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elise, Shanghai.

*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swat.

*Liberal*, Portuguese gunboat, 558 tons, Commodore José da Cunha Lima, Macao.

*Maria Theresa*, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. B. Ritter, Sambich, Shanghai.

*Plat Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Janzen, Taku.

*Zaire*, Portuguese gunboat, 600 tons, Capt. Mello, Macao.

*Zenta*, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

*Admiral Nahikimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., C. Varenisky, at Tientsin.

*Alexei*, Russian gunboat, 810 tons, 8 guns, 1 h.p., Captain Elkjaev, at Nagasaki.

*Dobro*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolski, at Taku.

*Dimitri Donsoff*, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Taku.

*Grumitshkii*, Russian armoured cruiser, 1,100 tons, twin screw, 23 guns, 2,900 h.p., Capt. Miklashevsky, at Taku.

*Korolya*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmand, at Taku.

*Mandjuff*, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovoff, at Nagasaki.

*Nayarin*, Russian battleship, 10,000 tons, 9 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

*Naysidmoff*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

*Olavsky*, Russian armoured cruiser, 1,400 tons, twin screw, 12 guns, 2,000 h.p., Capt. Coprinoff, at Nagasaki.

*Petrovskoi*, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

*Poltava*, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

*Rostia*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.

1,300 h.p., Russian flag, 10,900 tons, twin screw cruiser, 1st class, 13,500 h.p., Capt. Haupt, at Port Sevastopol, Russian battleship, 10,13,000 h.p., 16 guns, Capt. Melnagasaki.  
*Silatch*, Russian gunboat, 4 guns, 1,000 h.p., Capt. Baronoff, at Nagasaki.  
*Sisot Valley*, Russian battleship, 10,14 guns, 8,500 h.p., Capt. Mollas.  
*Stouich*, Russian gunboat, 950 tons, 13 guns, 1,200 h.p., Capt. at Nagasaki.  
*Swabore*, 1st class, Russian torpedo boat, 1st class, 3 torp tubes 780 h.p., 19.7 knots.  
*Vladimir Monomach*, Russian cruiser, 10 guns, 16 guns, Prince Ouchto, Port Arthur.  
*Yosok*, Russian torpedo gunboat, 4 h.p., Com. Molchousky, at Nagasaki.  
*Zkadihi*, Russian torpedo boat, 400 tons, twin screw, 1,500 h.p., Capt. at Taku.  
*Zubla*, Russian cruiser, 1,230 tons, 2,000 h.p., Capt. Shkruff, at Nagasaki.  
 (1st and 2nd class.)  
*Fori*, Russian torpedo boat, 23 tons, 120 h.p., 16 knots.  
*Janichik*, Russian torpedo boat, 8 tons, 970 h.p., 19 knots.  
*Narari*, Russian torpedo boat, 85 tons, 1,300 h.p., 22 knots.  
*Novorossisk*, Russian torpedo boat, 8 tons, 2,900 h.p., 22 knots.  
*Padoromsk*, Russian torpedo boat, 2 tons, 220 h.p., 16 knots.  
*Stirk*, Russian torpedo boat, 23 tons, 1 h.p., 16 knots.  
*Skorpion*, Russian torpedo boat, 23 tons, 120 h.p., 16 knots.  
*Sootchika*, Russian torpedo boat, 87 tons, 970 h.p., 19 knots.  
*Sterla*, Russian torpedo boat, 23 tons, 120 h.p., 16 knots.  
*Straur*, Russian torpedo boat, 23 tons, 220 h.p., 16 knots.  
*Sunguri*, Russian torpedo boat, 140 tons, 1,800 h.p., 22 knots.  
**RUSSIAN TORPEDO FLOTILLA (SEA GOING.)**  
*Borgo*, 1st class, Russian torpedo boat, 3 guns, 2 torp tubes 1,100 h.p., 19 knots.  
*Reul*, 1st class, Russian torpedo boat, 3 guns, 2 torp tubes 780 h.p., speed 18.00 h.p., 22 knots.  
 † Flagship of Vice-Admiral Alexeiev  
 † Flagship of Rear-Admiral F. V. D.  
 † Flagship of Rear-Admiral Reunov.  
**THE GERMAN SQUADRON**  
*Brandenburg*, German battleship, 10,14 guns, Capt. Zur S. Rosendahl, at Hongkong.  
*Busard*, German cruiser, 1,600 tons, 1,000 h.p., Comdr. von Basewitz, at Shanghai.  
 \* *Furst Bismarck*, German flagship, 10,14 guns, 10,100 tons, 19 knots.  
*Gefion*, German cruiser, 1,400 tons, 1,000 h.p., Capt. Rellmann, at Amoy.  
*Gier*, German cruiser, 1,600 tons, 1,000 h.p., Comdr. Peters, at Taku.  
 \* *Hansa*, German cruiser, 1,600 tons, 1,000 h.p., Capt. Paschen, at Hongkong.  
*Hela*, German despatch-vessel, 2,000 tons, Capt. Rampold, at Woeung.  
*Hertlin*, German cruiser, 1,600 tons, 1,000 h.p., Capt. von Uesedom, at Shanghai.  
*Hilf*, German gunboat, 1,000 tons, 1,000 h.p., Lieut.-Comdr. Stamer, at Shanghai.  
*Iring*, German cruiser, 1,400 tons, 1,000 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German cruiser, 1,600 tons, 1,000 h.p., Comdr. Kunderling, at Canton.  
*Katrin Augusta*, German cruiser, 1,600 tons, 1,000 h.p., Capt. Wilhelm, at Amoy.  
 \* *Kurfurst Friedrich-Gilch*, German battleship, 10,100 tons, 10,000 h.p., Capt. Holzendorf, at Woeung.  
*Luchs*, German gunboat, 850 tons, 1,000 h.p., Comdr. Daehnhardt, at Hongkong.  
*Schwalbe*, German cruiser, 1,120 tons, 1,000 h.p., Comdr. Boerner, at Hankow.  
*Seeadler*, German cruiser, 1,600 tons, 1,000 h.p., Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 900 tons, 1,000 h.p., Comdr. von Mittelstaedt, at Shanghai.  
*Welsburg*, German battleship, 10,100 tons, 10,000 h.p., Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 10,000 h.p., Capt. Borkenhagen, at Taku.  
*K. F. Wilhelm*, German battleship, at Taku.  
*No. 90*, German torpedo-boat, 320 tons, 1,000 h.p., Hoepfner, at Shanghai.  
*No. 91*, German torpedo-boat, 360 tons, 1,000 h.p., Lieut. Püllen, at Hongkong.  
*No. 92*, German torpedo-boat, 320 tons, 1,000 h.p., Lieut. Püllen, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Benden.  
 \* Flagship of Rear-Admiral Geissler.  
 \* Flagship, Rear-Admiral Kirchhoff.  
**THE FRENCH SQUADRON**  
*Alouette*, gunboat, 200 tons, Lieut.-Belloy, at Nagasaki.  
*Amiral Camille*, 2nd class cruiser, 475 tons, 1,000 h.p., Capt. Bakhin, Japan.  
*Bengali*, 2nd class dispatch-boat, 1,000 tons, 1,000 h.p., Capt. de La Croix de Castries, at Nagasaki.  
*Chastelloup Laubi*, 2nd class cruiser, 1,000 tons, 1,000 h.p., 18 guns, Capt. Espin, at Fochow.  
*Comet*, gunboat, 600 tons, Capt. Lot, at Canton.  
*Decider*, gunboat, 690 tons, Capt. Mareau, at Taku.  
 \* *D'Entrecasteaux*, 1st class cruiser, 1,000 tons, 13,500 h.p., Capt. Marolles, at Taku.  
*Ducarel*, 2nd class protected cruiser, 1,000 tons, 631 h.p., Captain Sau, at Amoy.  
*Eury*, Dispatch-transport, Capt. Vallier, at Saigon.  
*Frantz*, gunboat, 693 tons, Capt. Adam, at Shanghai.  
*Gulchier*, 1st class cruiser, 1,000 tons, 1,000 h.p., Ferret, at Shanghai.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10,000 h.p., Capt. Aubert, at Taku.  
*Keraland*, 3rd class cruiser, 1,300 tons, 1,000 h.p., Capt. de St. Mété, at Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Frost, at Taku.  
*Pascal*, 2nd class protected cruiser, 4,000 tons, 13,500 h.p., Capt. M. Mot, at Shanghai.  
*Slyx*, 3rd class cruiser, 1,800 tons, 1,000 h.p., Vincent, at Hongkong.  
*Surprise*, gunboat, 700 tons, 10 guns, 800 h.p., Capt. Marinet, at Taku.  
*Viper*, gunboat, 400 tons, Captain G. Villeneuve, at Hongkong.  
 \* Flagship of Vice-Admiral Courtejoie.  
**THE AMERICAN SQUADRON**  
*Albany*, U.S. cruiser, 3,500 tons, Comdr. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,400 h.p., Comdr. C. H. Arnold, at Hongkong.

Capt. C. M. Thomas, Shanghai  
 Callao, U.S. gunboat, 137 tons, 1  
 Lieut.-Com. G. B. Bradshaw,  
 Callao, U.S. gunboat, 1,330 tons, 1  
 h.p., Comdr. S. W. Very, at Shanghai  
 Callio, U.S. supply ship, 4,000 tons,  
 Comdr. C. T. Forscutt, at Manila  
 Concord, U.S. gunboat, 1,700 tons, 1  
 h.p., Comdr. H. G. D. Colby  
 Cong.  
 Culgoa, U.S. supply ship, 7,000 tons,  
 Comdr. J. W. Carlin, at Manila  
 Don Juan de Austria, U.S. gunboat,  
 McLean, at Manila.  
 Glacier, U.S. supply ship, Lieut.  
 Hertz, at Manila.  
 Helena, U.S. gunboat, 1,307 tons, 1  
 h.p., Comdr. E. R. Moore, at Manila  
 Erie, U.S. distilling ship, 6,000 tons, 1  
 Ensign D. W. Knox, at Hongkong  
 Isla de Luzon, U.S. gunboat, 1,330  
 V. B. Bleeker, at Hongkong  
 Kentucky, U.S. battleship, 11,500  
 Chester, at Manila.  
 Manila, U.S. gunboat, 1,057 tons,  
 h.p., Lieut.-Comdr. A. P. Nazro  
 Marjella, U.S. gunboat, 1,000 tons,  
 12 guns, Comdr. E. H. Green,  
 Monahock, U.S. double-turret m  
 guns, 6 guns, 3,000 h.p., Com  
 Farnham, at Shanghai.  
 Montacay, U.S. gunboat, 1,370 to  
 850 h.p., Comdr. G. A. Bicknell,  
 Monterey, U.S. double-turret m  
 tons, 4 guns, 5,244 h.p., Com  
 Pigman, at Hongkong.  
 Nanshan, U.S. collector, Ensign F  
 at Hongkong.  
 Nashville, U.S. cruiser, Comdr. R  
 at Nagasaki.  
 Newark, U.S. cruiser, 4,600 tons,  
 Calla, at Hongkong.  
 New York, U.S. cruiser, 4,083 ton  
 McCullam, at Manila.  
 Oregon, U.S. battle-class U.S. battleship,  
 16 guns, 11,111 h.p., Capt. F. V  
 U.S.N., en route West Coast  
 Petrel, U.S. gunboat, 802 tons, 4  
 h.p., Comdr. C. C. Cornell, at  
 Princeton, U.S. gunboat, 1,000 ton  
 800 h.p., Com. Harry Knox, at  
 Scindia, U.S. cruiser, 7,500 tons, C  
 Miller, U.S.N., at Hongkong.  
 Solace, U.S. cruiser, 5,000 tons,  
 Delmap, at Shanghai.  
 Whetling, U.S. gunboat, 1,000 ton  
 1,081 h.p., Com. W. T. Burwell,  
 Yorktown, U.S. cruiser, 1,710 ton  
 3,392 h.p., Comdr. C. S. Sperry,  
 at Hongkong.  
 Yosemite, U.S. converted cruiser,  
 10 guns, 3,500 h.p., Capt. G.  
 Manila.  
 Zafiro, U.S. dispatch-vessel, 674 ton  
 A. Cotten, Manila.

### THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,945 ton  
 Cantelli, Hongkong.  
 Elba, Italian cruiser, 2,720 tons, Cap  
 Taku.  
 Fierroscia, Italian cruiser, Capt. G  
 Shanghai.  
 Siromboli, Italian cruiser, 3,898 ton  
 R. Margelli, en route Hong  
 Vetter Pflanz, Italian cruiser, 6,700 t  
 V. Onofrio, Shanghai.

### RIVER STEAMERS, SCHOOL AND LORCHAS.

Fatshan, British steamer, 1,425,  
 Hongkong, Canton, and Macao  
 He-nam, British steamer, 1,571, H  
 —Hongkong, Canton, & Macao  
 Co.  
 Powan, British steamer, 1,873, A. N.  
 —Hongkong, Canton, and Macao  
 Co.  
 Hankow, British steamer, 2,252, C. V  
 Butterfield & Swire.  
 Hot-kong, Chinese steamer, 409 ton  
 —Chi-Wo & Co.  
 On, British steamer, 728, J. Lawre  
 Can Steamship Co.  
 Peking, British steamer, —Kwong  
 Co.  
 Kong Nam, British steamer, T. Austi  
 —Chinese Owned.  
 Hongkong and Macao.  
 Heungshan, British steamer, 1,052  
 Clarke, —Hongkong, Canton and  
 Steamboat Co.  
 Macao and Canton.  
 Lyngshan, British steamer, 1,41, G. F.  
 R.N.R., —Hongkong, Canton, &  
 Steamboat Co.  
 Kiangshan, Chinese steamer, 583, 1  
 —China Merchant Steam Navigation  
 Co.  
 Canton and West River.  
 Lungshan, British steamer, 141, R. M.  
 —Hongkong, Canton, and Macao  
 boat Co.  
 City of Whampoa, Chinese steamer,  
 Yon.  
 Sun Chou, Chinese steamer, —Ah. Yo  
 Hongkong and West River.  
 Salsong, British steamer, 250, D.  
 —Kwong Wan Steamship Co.  
 Cheung Kong, Y. Kun, 58, —Kwai H  
 Co.  
 Kwai Lum, British steamer, —Kwai H  
 113, American lorch.  
 Nanning, British steamer, J. J. Lossie  
 kong, Canton and Macao Steam  
 —J. M. & Co. & B. & S.  
 Lorchas and Schooners.  
 Kuiting, lorch, 100, Reynolds, Hong  
 Canton, —Hung Kum Sing.

### Post Office.

A Mail will close:—  
 For Canton—Per *Hankow*, to-mor  
 20th instant, at 7.30 A.M.  
 For Shanghai—Per *Daybreak*, to  
 the 20th instant, at 10 A.M.  
 For Hongay—Per *Shantung*, to-mor  
 20th instant, at 11 A.M.  
 For Amoy—Per *Chunshan*, to-mor  
 20th instant, at 11 A.M.  
 For Macao—Per *Heungshan*, to-mor  
 20th instant, at 1.15 P.M.  
 For Bangkok—Per *Shantsin*, to-mor  
 the 20th instant, at 2 P.M.  
 For Yokohama and Kobe—Per *GI*  
 to-morrow, the 20th instant, at 3 P.M.  
 For Kunchuk and Samshui—Per  
 kong, to-morrow, the 20th instant, at 3 P.M.  
 For Bangkok—Per *Eva*, to-morrow,  
 instant, at 4 P.M.  
 For Shanghai—Per *Andriana*, to-mor  
 20th instant, at 4 P.M.  
 For Kobe, Yokohama, San Diego &  
 Francisco—Per *Strathgyle*, to-mor  
 20th instant, at 5 P.M.  
 For Swatow, Amoy and Foo-chai—  
 Italian, to-morrow, the 20th instant at 5

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 guns, 2, 199  
 ghal.  
 1,800 h.p.,  
 guns, 1,405  
 at Hong-  
 4,310 h.p.,  
 Capt. T.  
 Comdr. A.  
 guns, 1,098  
 300 h.p.,  
 Comdr. J.  
 na, Capt.  
 guns, 750  
 at Manila,  
 300 h.p.,  
 Canton.  
 7, 4,000  
 C. O. W.  
 6 guns,  
 Taku,  
 7, 4,000  
 G. W.  
 Ridgely,  
 Rogers,  
 Comdr. Mc-  
 Capt. B.  
 430 tons,  
 Dickens,  
 25, 1,095  
 Manila,  
 6 guns,  
 Anghai,  
 dr. J. M.  
 Comdr,  
 6 guns,  
 Manila,  
 6 guns,  
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 9 tons,  
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 Capt. L.  
 Capt. C.  
 Ceconci,  
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 Jones,  
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 Strick-  
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